

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE	To-morrow, 26th May, at Noon.
FUTANI MARU.....	NAGASAKI, KOBE and YOKO.	MONDAY, 29th May, at 4 P.M.
*IDZUMI MARU.....	SEATTLE, WASH. U.S.A., via KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.
BINGO MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SUNDAY, 4th June.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 25th May, 1899.

STANDARD OIL COMPANY

OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX.

Crude, Semi-refined and Refined.

[300] ORDERS SOLICITED AND LOWEST PRICES QUOTED.

Dr. KNORR'S

ANTIPYRINE

patented

"LION BRAND"

In Powder and Crystals, also in Drops, of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhea in 1 to 2 percent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

[34]

PROF. H. FRANKEL,

AMERICAN

SURGEON-CHIROPODIST.

UNDERTAKES to extract Corns, and to cure Warts, Bunions and Ingrowing Toe-nails.

TERMS MODERATE.

ADDRESS—54-56 Queen's Road Central.

Hongkong, 1st May, 1899. [588a]

FOR THE BLOOD IS THE LIFE

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scalds, Scurvy, Eczema, Skin, and Blood Diseases, Blackheads, Pimples, and Sore of all kinds, it is a never-failing and permanent Cure. It cures Old Sores, Cures Sores on the Neck, Cures Boils, Cures Blackheads or Pimples on the Face, Cures Scurvy, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all Impure Matter, From whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warms the system from anything injurious to the most delicate constitution of either sex, the Proprietors solicit attention to give it a trial in every case.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles of 4d each, and in cases containing six times the quantity, for 1s. 6d. per bottle. It is sold in the great majority of long-standing chemists—BY ALL CHEMISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LANCET, 11, MARK LANE, LONDON, E.C. 3.

Sole Importers, THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 18th May, 1899. [12]

CLARKE'S BLOOD MIXTURE.

CAUTION.—Beware of cheap imitations of Clarke's Blood Mixture, which are sold in some parts of the world. The name "Clarke's Blood Mixture" is prominent on the wrapper, and is blown in the glass of each bottle. Beware of cheap imitations, which are sold in some parts of the world. The name "Clarke's Blood Mixture" is prominent on the wrapper, and is blown in the glass of each bottle.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPIRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.

EMPIRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

EMPIRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage TO KOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th May, 1899.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR"

4,425 tons gross register, will be despatched on or about THURSDAY, the 1st June, for VICTORIA, and VANCOUVER, via NOVI, KOBE, YOKOHAMA. The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all Points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES. For Information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 18th May, 1899. [674a]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

NIPPON MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd May, 1899. [1016]

Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from EN-TRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW

J. S. VAN BUREN, Agent.

Hongkong, 23rd May, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"PARRAMATTA"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th May, 1899. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

Via SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia... [3,537] J. Truebridge... June 17.

Victoria... [3,502] J. Panton... July 4.

Tacoma... [3,811] A. Dixon... July 29.

Glenogle... [3,759] J. McGillivray... Aug. 8.

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lenox... [3,677] Williamson... June 3.

Columbia... [2,976] N. Moncur... July 8.

Monmouthshire... [2,874] W.A. Evans... July 22.

Lenox... [3,677] Williamson... Aug. 19.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agents, Tacoma, Wash., or Portland, Or., whichever may be the destination of the Steamer.

Parcels must be sent to our Office, with address marked in full, by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 23rd May, 1899. [14]

FOR SAN FRANCISCO

THE QUEEN MARGARET

Master, will leave for the above Port, and will have quick dispatch.

For further information apply to J. S. VAN BUREN, Agent, Queen's Building.

Hongkong, 23rd May, 1899.

Mails.

NORDEUTSCHER LLOYD.

(Freight Service)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA, AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SIHRIA.....	HAVRE and HAMBURG (London with transshipment in HAMBURG)	About 20th May.
Hildebrandt.....	HAVRE and HAMBURG (London with transshipment in HAMBURG)	May.
BAMBERG.....	HAVRE and HAMBURG (London with transshipment in HAMBURG)	About 19th June.
*KONIGSBERG.....	HAVRE and HAMBURG (London with transshipment in HAMBURG)	About 25th June.
Christiansen.....	HAVRE and HAMBURG (London with transshipment in HAMBURG)	June.
DEIKE.....	NEW YORK via SUEZ CANAL.	About 31st July.
RICKMERS.....	NEW YORK via SUEZ CANAL.	July.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th May, at Daylight.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899. [15]

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

WEDNESDAY, the 24th May, 1899.

THURSDAY, the 25th May, 1899.

FRIDAY, the 26th May, 1899.

SATURDAY, the 27th May, 1899.

SUNDAY, the 28th May, 1899.

MONDAY, the 29th May, 1899.

TUESDAY, the 30th May, 1899.

WEDNESDAY, the 31st May, 1899.

THURSDAY, the 1st June, 1899.

FRIDAY, the 2nd June, 1899.

SATURDAY, the 3rd June, 1899.

SUNDAY, the 4th June, 1899.

MONDAY, the 5th June, 1899.

TUESDAY, the 6th June, 1899.

WEDNESDAY, the 7th June, 1899.

THURSDAY, the 8th June, 1899.

FRIDAY, the 9th June, 1899.

SATURDAY, the 10th June, 1899.

SUNDAY, the 11th June, 1899.

MONDAY, the 12th June, 1899.

TUESDAY, the 13th June, 1899.

WEDNESDAY, the 14th June, 1899.

THURSDAY, the 15th June, 1899.

FRIDAY, the 16th June, 1899.

SATURDAY, the 17th June, 1899.

SUNDAY, the 18th June, 1899.

MONDAY, the 19th June, 1899.

TUESDAY, the 20th June, 1899.

WEDNESDAY, the 21st June, 1899.

THURSDAY, the 22nd June, 1899.

FRIDAY, the 23rd June, 1899.

SATURDAY, the 24th June, 1899.

SUNDAY, the 25th June, 1899.

MURDER AT BANGKOK.

YOUTH SENTENCED TO DEATH.

At Bangkok on the 19th instant, a youth twenty years of age, named Nai Plean, stood his trial, before the Criminal Court, for the murder of a clerk named Chin On. At the police court, the prisoner had denied the charge of the murder, and had denied that he had been on terms of intimacy with the deceased. But, at the Criminal Court, he pleaded that he shot at the deceased in self-defence, deceased having fired the first shot at him. The evidence showed that the prisoner had, without provocation, drawn a revolver and shot the deceased dead. A week previously, the deceased told his wife that he was in danger of his life from the jealousy of certain persons. The court found the prisoner guilty and sentenced him to death. He took his sentence quite unconcernedly.

FROM INDIAN PAPERS.

EARTHQUAKE DAMAGE IN BENGAL.

A statement was made in the Bengal Council during the Budget Debate that the damages arising from the earthquake of 1897 had cost in buildings alone eleven lakhs of rupees. No fewer than 400 or 500 buildings, chiefly in Rajshahy, had been repaired.

RAILWAY TO KHARTOUM.
According to the Cairo correspondent of the Times the railway to Khartoum has now been carried 50 miles south of the Atbara river, and is progressing at the rate of 203 yards daily. It is expected to be completed to Khartoum by November.

BOMBAY COAL MARKET.

For ready coal, rates are rather demoralised, as owing to the great difficulty experienced in getting labour to discharge, buyers, in many instances, are taking up their purchases, and sellers have been obliged to sell on account of their buyers.

THE BURN OF THE LOOM.

BRIGHTER OUTLOOK FOR OUR COTTON INDUSTRY.

The Board of Trade figures for the past three months, deserve more detailed attention in regard to their least satisfactory feature. They tell us what the country is doing in the way of shipping cotton piece goods.

Though there was a falling off in March, the total yardage for the first quarter of 1899 was pretty much the same as in the corresponding period of last year, viz.,

Three months ended March 31.
1899 1,355,600,000 yds.
1898 1,359,840,000 yds.

So Lancashire may be said to be doing fairly well in the weaving branch. There are one or two striking items of countries taking less this year to rather marked extent, viz., Japan, Turkey, and Brazil. Japan is a puzzle in more ways than one. The demand for Lancashire goods is rather small, and the market is not so long. Weaving in Lancashire just now is brisk, and the margin between yarn and the manufactured cloth is wider than for some time back.

There is no surprise, then, that the operatives are demanding a rise in wages. That they will get what they ask, viz., 10 per cent., is not at all likely, but some who profess to know how things will go say the work people may get 6d. in the lb. or 2 per cent. As a matter of fact, there are more looms now at work in the County Palatine than ever known.

Our aggregate exports of cotton yarn continue poor, and no wonder, when we send so much cotton machinery abroad. The figures for the past nine months show that we are shipping on an average three millions of pounds weight less than the same months of the previous year. This is sure to affect the spinners as a whole sooner or later. Still, the South Lancashire spinners of cotton for the home trade keep busy, and no stocks can be met with Oldham way. The stock-takings of the cotton limited, just declared for the past three months are not discouraging by any means. Several new factories are going up. It is feared that in view of the slack export demand producers of cotton will soon find a diminishing margin. The wages advance of 7d. in the lb. has just been paid with out any trouble.

This report would hardly be complete without stating that the current season's American cotton crop is expected to be 11,750,000 bales, the biggest on record; but so far the statistics from the States do not confirm the estimate as just given. However, raw cotton prices are low—that is about 3-5-6 for milling futures.

SOMETHING TO OUR CREDIT.

It is stated by a London paper that the Japanese officials have been making a tour of Europe with a view to obtaining a practical comprehension of the European educational systems, have been reported in favour of the British. They admit the German system to be more definitely technical character, but technical education is already in a measure provided for in Japan, and it is also urged that the English system is more suited to the Japanese temperament.

TEA INDUSTRY OF BENGAL.

The total area under tea last year in Bengal amounted to 128,067 acres, an increase of 22,350 acres. Of this 102,204 acres were under mature and 25,863 under immature plants. The total number of pounds of leaf manufactured was about two million pounds more than that of the year preceding. The industry gave employment to about 127,000 persons, an addition of about 40,000 having been made to the labour force employed in the previous year.

INDIAN RAILWAY EARNINGS.

The gross earnings of Indian Railways during 1898-99 were no less than 140 lakhs better than in the previous twelve months. By far the largest contributor to this result was the Great Indian Peninsula, which, with the Rajputana, Malwa, following with 25, the Bombay-Barda and Central India with 22, the Oudh and Rohilkhand with 12, the Bengal-Nagpur and the new Southern Punjab, with 11 each. The Eastern Bengal, on the other hand, shows a loss of 12 lakhs, and the southern lines did badly, the Southern Mahatma showing a decrease of nearly 14 lakhs; the Madras of nearly 11, the Mysore section of nearly seven, and the South India of six.

DISCOVERY ON THE AVINIA RAILWAYS.

Some of the causes of the discontent among the employees on the Burma Railways are so petty that it is wonderful they should not have been removed, or rather that they were ever introduced. It has been a practice for years past to allow out of the Railway Fine Fund certain monthly allowances towards paying from 50 to 75 per cent. of the school fees of the children of Railway servants drawing small salaries. This concession was a boon to family men with small salaries, and it did not come out of the pockets of the Railway Company. The Agent, however, has seen fit to reduce the amount hitherto allowed, and that touches the pockets of all the poorest of the Railway men with families.

INDIA RUBBER IN GOA.

The Goa papers announce that Captain Moraes has discovered a plant in the wilds of the Portuguese territory of Goa, a tree which yields India rubber in considerable quantities. The tree is described as *Rauvolfia*, and it is supposed that Portuguese authorities are about to encourage its cultivation on a large scale.

Manager, Colonel M.C. Bradenbury, R.E., and their departing Engineer-in-Chief, Mr. G. H. List, at an evening party at the Town Hall, Lahore.

GERMAN AGGRESSION.

India offers a grand field for the mercantile activity of Germany. Articles "made in Germany" threaten to permeate every nook and corner of the country. In 1893-94 the value of the German import trade was nearly 11 crores of rupees. In 1897-98 Germany occupied the first place on the Continental list the value of her imports being 24 crores.

A NOTED CRIMINAL.

Following are the sentences which have been passed on a noted Indian criminal, and he is before the magistrate again.

18 months in	1897
6 "	1894
3 "	1894
3 "	1891
3 "	1890
3 "	1889
3 "	1889

PROGRESSIVE CALCUTTA.

Calcutta is not entirely the Sleepy Hollow we are apt to think it is in Bombay. In fact in one direction it has roused itself and sought to move with the times, whilst we are content to lag and have the finger of reproach pointed at us with unconcern. At last Calcutta is in possession of a company prepared to supply electricity for lighting purposes under the style of the Electric Supply Corporation, Limited. Although it is far from desirable that private companies should be allowed a monopoly of so serious a matter of public concern as the supply of light by the best and most modern methods, yet of two evils, that, or doing without, it is certainly the best. The Municipality apparently were not prepared to deal with the matter and they have leased out the right to a syndicate. The machinery is now complete and its starting, says a Calcutta contemporary, marks an epoch in the advance of civilization in India, for it is only the second city in the country, the first being Darjiling, which is in possession of the necessary plant. The new installation is capable of supplying electricity for 60,000 lamps and the mains in the streets cover a frontage of twenty-seven miles. An interesting and creditable fact to the new company is that the cost of the electric supply in Calcutta will be the same as it is in the City of London.

THE BUDDHIST RELICS.

AN APPEAL TO THE SIAMSE KING.

A meeting was held recently at the Oriental College Hall, Maligakanda, Colombo, to consider what steps should be taken to make an appeal to His Majesty the King of Siam to obtain a portion of the relics recently found in upper India. It will be remembered that about a year ago some important archaeological discoveries were made in upper India and amongst them Dr. Buller found five vessels in which were enshrined some valuable relics of Buddha. All these have been given to His Majesty the King of Siam, who has decided to offer a portion to the Burmese Buddhists and a portion to the Ceylon Buddhists. His Majesty has decided upon offering it to a representative body and not to a particular sect. The venerable H. Sumangala, High Priest, presided over the meeting and Mr. Siman Fernando and Mr. W. A. D. Silva were elected Secretaries pro tem. It was decided to convene a representative meeting of the Ceylon Buddhist Public at an early date, and for that purpose preliminary arrangements were made with the appointment of a committee.

UNCHECKED VIOLENCE AND LAWLESSNESS IN KALUBOWILA.

It has been often remarked that the native villager is enjoying peace and happiness under the benign protection of the British Government, and that his condition is much better now than what it used to be. But the state of affairs in the village of Kalubowila of Salpiti Kotte presents a sad aspect. Cattle-lifting has been carried on with impunity, while the predial products are of daily occurrence. In almost every household possessing cattle, about three or four animals have been missing, and in some the animals have returned often with altered brand marks. At the time of harvest the poor villager is deprived of his garden produce—it may be the plantain bunches from his garden or the yams of his owlie. His wealth consisted of a few head of cattle, and upon the produce of his garden or field he managed to live. The villager is reduced to beggary. Is there none to listen to their cry? The villager is certainly groaning under such grievances, and the headmen who are expected to be the guardians of person and property, are unable to grant him redress.

To add to the long list of crimes committed in Kalubowila and repeatedly passed unchecked, there comes the news that a cow lay killed in the land called Alapatthana. The cow had been slaughtered near the tavern at the Kohluwain junction. This has been the rendezvous of all the lawless and indolent vagabonds of the place. They are often seen near it either gambling or killing away time in idle chat to the annoyance of the passers by, at whom often remarks are cast.

OLD SUGAR FACTORY IN BURMA.

The Moulmein paper gives an interesting account of the first sugar factory set up in Burma 50 years ago by Messrs. O'Riley & Bell. To protect it, the Government of Lord Auckland prohibited sugar imports into Moulmein, and export to Great Britain was prohibited on the most favourable terms. In 1843-44 the factory produced 175 tons which was increased in 1846 to 300 tons. Under Lord Ellenborough's rule the restriction on imports of sugar was removed, and the factory had to close. The machinery was sold at a considerable sacrifice, and removed to Calcutta. It would be interesting to know what became of it. Sometime in the sixties a French gentleman of the name of Commaux started a sugar mill at Marabha, opposite Moulmein, but the mill had to close after working for a couple of years. The high cost of labour in Burma as compared with India, no doubt, had something to do with the failure of these sugar mills.

THE HIGH LEVEL RESERVOIR, SINGAPORE.

The capacity of this reservoir will be 6,000,000 gallons; that of the present reservoir being 1,000,000. The depth of the water, when the reservoir is full, will be 6 feet above the overflow level of the present high level service reservoir at Mt. Emily; 14 feet above the clear-water Reservoir at the fliers; 12 feet above the low level reservoir, and, as of most practical importance, 15 feet above the level of the streets in the greater part of the town. The walls will be for the main part, as at present, intended of Portland cement concrete, and the arches of brick in cement. The walls will be 20 feet thick at the top, and will appear as a series of buttresses and curved portions. This style is adopted to save material. The inlet main and the outlet main will each be 24 inches in diameter.

SIR T. LIPSON'S SUGAR SCHEME.

It was reported from Barbados the other day that the committee of the Agricultural Society had recommended the rejection of Sir Thomas Lipson's offer to purchase cane lands for the purpose of erecting a sugar factory for 10,000 tons of sugar, and to manufacture 500,000 worth of sugar. The committee, being of opinion that the scheme was not in the interests of the colony, had refused to accept the offer. Sir Thomas Lipson, however, has informed a London pressman that there must be some misunderstanding either in the report or in the part of the committee, because his representative has not made any actual offer to the planters of Barbados. Sir Thomas's experts are still in the West Indies making inquiries, and any offer will, of course, depend on the commercial aspect of the matter, as it appears to Sir Thomas when he receives the full reports, which are yet by no means complete.

But his impression is that in the end the matter will come to a satisfactory conclusion, and he is able to make an offer to planters on a co-operative basis. Obviously there is some misunderstanding in the report that Sir Thomas Lipson proposed to manufacture only 5,000 worth of sugar. In the event of his taking up the question of central factories in Barbados, it would be, we are informed with a view of dealing with a matter of something like three-quarters of a million pounds worth of sugar.

STRANGE STORY FROM CALCUTTA.

ALLEGATIONS AGAINST AN ATTORNEY AND OTHERS.

At the Calcutta Police Court, before the Hon. Nawab Bahadur Syed Ameer Hossein, Mr. Manuel, on behalf of a Marwari lady, named Gunga Dabi, applied for summonses against Ram Dabi, another Marwari lady, Babu Ashutosh Dhar, a well known attorney of the High Court, Babu Radha Prasad Dhar, a brother with the second defendant, and seven others, for criminally trespassing on the house of the complainant at 16, Raj Mohun Bose's Lane and wrongfully confining her. The facts of the case are as follows:—The first accused was the wife of the complainant's brother, Sham Shunder (deceased), but during his life time she eloped with a Mahomedan, who, together with two Burmese, were convicted and sentenced at the Alipore Sessions to six months' rigorous imprisonment each, for kidnapping Ram Dabi. Consequently, when her husband died, a short time ago, she was an outcast it was contended by the prosecution that she had no right to any of his property. In spite of this it is alleged that, aided by the other accused named above, she trespassed into the complainant's house, and wrongfully confined her, with a view to taking forcible possession of the belongings of her late husband. Mr. Manuel stated that prior to this, an application had been made by the complainant to Mr. T. A. Pearson, who, however, referred her to the police to make a complaint to them; but for some reason unknown to them, the police report was unfavourable to the complainant, and they informed his worship that she would not come to the Thannah to make a report. All that Mr. Manuel would say in regard to this was that she was apprehensive lest if she left her house, she would not be allowed to re-enter. It was also a matter of regret and surprise to him that so old and experienced an attorney as Babu Ashutosh Dhar should be engaged in such a case. Such high-handed proceedings, he would have expected, Ashutosh Dhar would have felt the matter in a different light while he filed a suit in the High Court for administration of the property. His worship, after hearing Mr. Manuel, granted summonses against all the accused on the charges mentioned above. The matter is creating a good deal of interest in the Marwari community.

NAVY AND MILITARY.

THE TRIALS OF THE "AMPHITRITE."

The first class cruiser *Amphitrite* of 11,000 tons and 18,000 I.H.P., returned to Chatham recently upon the conclusion of an interesting series of steam trials. Special importance was attached to these, as an attempt was made to determine whether the steam first used in pumps and other auxiliary machinery connected with the main engines could subsequently be utilized in the evaporators for making fresh water for use in the boilers. This is always necessary on board ship, as from various causes, the blowing of steam through the escape valves, etc., there is a loss in the feed water reserve. Without entering upon detailed results it may be said that the experiments undertaken showed that this could be done, and thus in future ships a saving will be effected; as in the past, steam for making up this deficiency in the reserve of feed water has been taken direct from the boilers. From the point of view, too, of the ordinary steam trials the results were eminently satisfactory, the coal consumption being less at the various powers than has before been attained with water tube boilers. At the close of the 30 hours run it was found that the mean power was 13,695 I.H.P., while the coal consumption was 1.43 lb. per I.H.P. per hour, the rates for the preceding ships of the class having been *Europa*, 1.04 lb., *Andromeda*, 1.74 lb., *Ariadne*, 1.23 lb., *Diadem*, 1.61 lb., *Argonaut*, 1.60 lb., and *Nabob*, 1.55 lb. The mean results of the three trials may thus be summarized:—

NAVY AND MILITARY.

THE TRIALS OF THE "AMPHITRITE."

Revolutions	1st Power	Continuous Steaming	Full Power
Starboard engine	1,600 I.H.P.	6,500 I.H.P.	10,777 I.H.P.
Port engine	1,600 I.H.P.	6,500 I.H.P.	10,777 I.H.P.
Total	3,200 I.H.P.	13,000 I.H.P.	21,554 I.H.P.
Speed on measured course	13.32 knots	19.73 knots	20.68 knots
Coal consumption	1.54 lb.	1.43 lb.	1.57 lb.

Secretary Long has announced, says the *New York Herald*, that the President has decided to confer the names of six States and six cities upon the three battleships, three armoured cruisers and six unprotected cruisers authorized by the last Naval Appropriation Law. The three battleships will be named *Pennsylvania*, *Jersey*, and *Georgia*, and the armoured cruisers *West Virginia*, *Nebraska*, and *California*. The small cruisers will be named *Danvers*, *Des Moines*, *Chattanooga*, *Galesburg*, *Tacoma*, and *Cleveland*.

The Austrian cruiser *Zenta*, 2,300 tons, and 312 ft. long by 40 ft. beam, fitted with eight Yarrow water-tube boilers, has passed her official trials in the Adriatic, attaining easily a speed of 20 knots with 7,800 h.p., being over 8 per cent. above the rated power. These boilers are similar to those the Dutch good results in the Dutch cruisers *Holland*, *Friesland*, and *Zeeland*.

The *Odeski Listok* states that the personnel of the ships of the Russian navy serving in home waters is fixed for this year as follows:—Thirteen admirals, 291 staff officers, 1,129 other officers, 376 mechanical engineers, 140 doctors, 712 cadets and apprentices and 39,834 men. With regard to the reported difficulties in obtaining recruits for the New Chinese regiment at Wei-hai-wei, it is learnt by the present China mail that things look somewhat brighter now. Recruiting is proceeding fairly well, and, according to a correspondent on the spot, those in authority seem determined to keep up the standard of the regiment, and are by no means accepting every man who offers himself, but are taking their pick of the best. This will probably have a good effect, showing the recruits that quality before quantity is required. Temporary recruits are being rapidly fitted up for non-commissioned ranks, and, in addition, accommodation being provided for about 165 men. Permanent barracks are, it is reported, to be hereafter created to the North of Wei-hai-wei, close to the site upon which the Japanese cavalry barracks stood during their occupation. It is intended to make a clean sweep of the opium dens and brothels, which at present make the station a most disreputable place. It has already been demonstrated that the authorities are determined to make both moral and physical reforms, and to make the station a more respectable place.

Consignees.

NOTICE TO CONSIGNEES.

S.S. "BIRCHTOR."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED.

Agents.

Hongkong, 19th May, 1899. [678a]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship

"CARDIGANSHIRE."

Captain A. D. Hildley, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained on countersignature of Bills of Lading.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHIEMAN, TOMES & CO., Agents.

Hongkong, 20th May, 1899. [684a]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF RIO DE JANEIRO."

are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining undelivered after the 27th instant will be subject to rent. No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 20th May, 1899. [1-w 5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"JAPAN."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Madras, via S. S. *Lalpara*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 20th May, 1899. [1-w 5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX,"

FROM PORTLAND, OR, YOKOHAMA, KOBE AND MOI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 23rd May, 1899. [1-w 4]

GRIMALT'S SYRUP

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs, or Colds and those affected with discharges of the Chest, Lung and Bronchial Tubes, should take

GRIMALT'S SYRUP HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years, with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMALT'S SYRUP immediately arrests the Cough, Spitting of blood and Night sweats, and fully Appetite improves rapidly. A fact soon demonstrated by an increase of weight and healthy appearance.

GRIMALT'S SYRUP has a rich color and is sold in all the best bottles. Beware of imitations.

GRIMALT'S SYRUP is sold by all the best druggists.

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Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

DUMINY & CO

CHAMPAGNE

EXTRA DRY

Carte D'Or

Soo

Sillery

Demi Soo

Carte Blanche

Chateau de Charmilles

M. OPPENHEIMER & Co., Paris.

